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CLASSIFICATION [redacted]

CENTRAL INTELLIGENCE AGENCY REPORT [redacted] 25X1

INFORMATION REPORT

CD NO.

COUNTRY	East Germany	DATE DISTR.	13 April 1955
SUBJECT	Transportation System of the KVP	NO. OF PAGES	13
PLACE ACQUIRED	[redacted]	NO. OF ENCLS. (LISTED BELOW)	
DATE OF INFO.	[redacted]	SUPPLEMENT TO REPORT	[redacted]

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1. Transportation Agencies of the KVP and their Personnel. [1]

Designation of Agency or T/O Place	Occupied by
a. IX Administration (Traffic)	
Chief	Colonel Heinrich Watzdorf
Adjutant	Lieutenant Harzburger (fnu)
(1) Operations Department	
Chief	Lieutenant Colonel Rudolf Taeuber
Assigned (Diensthabender Offizier)	Senior Lieutenant Gerhard Roething
Assigned	Senior Lieutenant Heinrich Bratz
Assigned	Senior Lieutenant Kuhlke (fnu)
Assigned	vacant
(2) Planning Department	
Chief	Captain Siegfried Graefe
Assistant (Sachbearbeiter)	vacant
Assistant	vacant
(3) Technical Department	
Chief	Captain Fritz Karras

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In charge of bridges	Senior Lieutenant Lindemann (fnu)	25X1
In charge of roads and water	Senior Lieutenant Rolf Neuhaus	
Assistant	vacant	
Assistant	vacant	

(4) Department for General Affairs

Chief	Captain Blohm (fnu)
Assistant	vacant

(5) Classified Materials Section

Chief	Lieutenant Heinz Schloeffel
Typist	a civilian

b. Transportation Departments (TAs)

TAs are attached to all RBDs. Thus for example TA Berlin is attached to RBD Berlin.

(1) TA Berlin

Chief — Captain Robert Wachner

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[redacted]

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Operations Department

Chief simultaneously deputy TA chief	Senior Lieutenant Ernst Hansche
Assigned	Senior Lieutenant Ewald Wagner
Assigned	vacant
Assigned	vacant

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Department for General Affairs

Chief	vacant

Political Department

Chief	vacant

Technical Department

Chief	Lieutenant Werner Eichert

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[redacted] 25X1

In charge of Classified Material Pfc Gertrud Erdmann [redacted] 25X1

(2) TA Dresden

Chief Captain Hauptmann (fnu)

Chief of the Operations Department Lieutenant Jungfer (fnu)

(3) TA Erfurt

Chief Captain Walter Lorenz

(4) TA Greifswald

Chief Captain Harzbecker (fnu)

(5) TA Halle

Chief Captain Josef Kalisch [redacted] 25X1

(6) TA Schwerin

Chief unknown

Chief of the Operations Department Senior Lieutenant Fritz Quitkat

(7) TA Cottbus

Chief unknown

(8) TA Magdeburg unknown

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[redacted] 25X1

c. Railroad Station Transportation Offices
(Bahnhofskommandanturen) (BK)

(1) Berlin-Ostbahnhof

Subordinate to TA Berlin

Chief	Captain Walter Henning	[redacted] 25X1
Deputy Chief	Senior Lieutenant Gerhard Geiler	
Assigned	Lieutenant Gerhard Maerkel	
Assigned	Junior Lieutenant Viktor Schwarze	

[redacted] 25X1

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	Assigned	Junior Lieutenant Viktor Oswald	[redacted] 25X1
	Assigned	Lieutenant Hans Meissner	
	Assigned	Junior Lieutenant Linne (fnu)	
	Assigned	Junior Lieutenant Hans Gerlach	
(2)	Potsdam		scheduled to be established on 1 January 1955, subordinate to TA Berlin
(3)	Frankfurt/Oder		
(4)	Cottbus	unknown	subordinate to TA Cottbus
(5)	Dresden	unknown	subordinate toTA Dresden
(6)	Erfurt	unknown	subordinate to TA Erfurt
(7)	Gera		planned
(8)	Greifswald	unknown	subordinate to TA Greifswald

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(9)	Pasewalk	unknown	subordinate to TA Greifswald
(10)	Halle	unknown	subordinate to TA Halle
(11)	Leipzig	unknown	subordinate to TA Halle
(12)	Magdeburg	unknown	subordinate to TA Magdeburg
(13)	Schwerin	unknown	subordinate to TA Schwerin

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2. Activities of KVP Transportation Agencies

a. TA Berlin has four rooms in the building of RBD Berlin, at 142 Wilhelm--Pieck-Strasse. The entrance is through room No 317. 3 A Soviet railroad transportation control headquarters called "Woso" is also attached to RBD Berlin. Entrance to the complex of offices held by this Soviet agency is through room No 203. From 11 to 13 officers and about 8 interpreters, most of them Germans, are assigned to the Soviet office, the chief of which is a colonel. 4

b. Entraining and detraining operations are controlled by personnel of the Operations Departments of TAs and of railroad station transportation agencies. TA personnel is only employed for the control of major KVP shipments, usually involving the dispatch of complete trains. Personnel of TAs, while exercising control functions, wear red arm bands with two yellow stripes, while members of the railroad station transportation offices wear red arm bands with one yellow stripe. The greatest stress is laid on the keeping of loading schedules. 5 Loading times fixed are four hours per train for entraining operations, and two hours per train for detraining operations. In the event of inadequate loading facilities these times are increased to six and three hours respectively. 6

c. A difference is being made between flexible and rigid transportation schedules. Transportation schedules are worked out by the chief of an operations department in confunction with the railroad transportation officer of the KVP unit involved. At present, negotiations are mostly conducted with the chief-of-staff of the KVP unit concerned. Flexible transportation schedules are only used in peace times. They take into consideration the normal capabilities of the Reichsbahn, and time-tables are worked out with civilian railroad personnel. Rigid transportation schedules are used in the event of war or in an emergency such as the 17 June 1953. These schedules presuppose that the trains involved have the green light on all railroad lines and that they have absolute priority over all commercial shipments. 7 Transportation schedules are filed in the Classified Materials Sections of TAs. Copies of these transportation schedules are transmitted to the IX Administration.

d. The following folders are being kept by KVP transportation agencies:

(1) Railroad Station Folder

This folder contains data on technical installations of railroad stations, their buildings, trackage, and terrain features within a perimeter of about 6 km from the railroad station involved. The folder also contains data which are important for military entraining operations such as assembly areas and collecting points (Warteraum, Sammelraum, Bereitschaftsraum, see also paragraph 3). Sketches of ramps, railroad station facilities, installations, and approach roads are also included. After 17 June 1953, all railroad stations in the GDR were classified according to their importance for the KVP. List No 1 contains all major installations, mostly railroad stations near KVP installations and railroad junctions. List No 2 contains all other railroad stations in the area of the RBD concerned. Copies of the material included in this folder will be transmitted to the IX Administration.

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(2) Bridge Folder

Bridge folders were completed in 1954. The folders contain data on the location of a bridge, type of bridge, type of construction, and other pertinent technical data.

(3) Loading Ramp Folders

These folders contain data on stationary loading ramps available at the individual railroad stations

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(4) Folders containing information on waterways and ports were being established. 8

e. The following information must be furnished every month by RBDs to TAs:

(1) Stores of ties and rails and their location

(2) Availability of equipment required for loading operations such as mobile loading ramps, loading gangways, gangplanks to be used for the entraining of personnel outside railroad stations, material required for the construction of emergency loading ramps, particularly for the loading of tanks, wire ropes, wire, nails, wooden wedges for the steadying of vehicles on railroad cars, and all material required for the conversion of boxcars into troop cars. 9

f. All KVP units must carry out at least two entraining or detraining exercises per year. The units involved will be briefed by TA officers for these exercises.

g. In the event of war, it is planned to mount a four-barreled swivel AA gun on two cars of each military train. Each gun crew consists of one NCO and four privates. An anti-aircraft scout will also be placed on each of the two cars. One of these cars runs immediately behind the locomotive, the other one at the end of the train. The employment of the cars mounting AA weapons is to be controlled by TAs. The railroad cars designed for the mounting of AA weapons are manufactured at the LOWA plant at Wilda near Koenigswusterhausen. The TAs will also control the employment of AAA units protecting specific railroad stations. 10

h. Mobile loading ramps are classified as individual units or sets. A set of ramps consists of four mobile units which have a load capacity of about 30 tons. These ramps are the same as those previously used by the Wehrmacht. 11

i. The six military bridges still in use in the area of RBD Berlin are to be dismantled in the course of 1955. The military bridge equipment will be preserved by the Reichsbahn and then kept at the disposal of TA Berlin. 12

3. The Planning Department of the IX Administration was working on a manual covering military rail transportation operations. The designation of this manual which closely follows a corresponding Soviet manual is T 54. The Soviet manual was translated and modified on the basis of experiences made with the provisional transportation manual T 53. The difference between the Soviet and German railroad systems was taken into consideration. The manual is already in the press. The following definitions and features of the manual were remembered:

Entladeraum (detraining point) and Beladeraum (entraining point) designate the places where detraining or entraining operations take place. Warteraum (waiting position). This room is used to designate areas within visibility of the detraining or entraining points. From the waiting position the personnel and equipment to be entrained moves at maximum speed to trains for entrainment without delay. Waiting positions are to be selected so as to meet the requirements of modern warfare. Normally, the distance between waiting positions and detraining or entraining points is from 400 to 600 meters. Sammelraum (assembly area). Normally the assembly area is between 1.5 and 2 km from a waiting position. Units and equipment move to waiting positions as soon as space becomes available there in the process of entraining operations. Bereitschaftsraum (staging area). Normally the staging area is three or four km from the assembly area. The staging area receives major units scheduled to be entrained. Technical railroad facilities which must be available in entraining areas include interlocking installations, loading ramps, switches by which all lights at railroad stations may be switched off if entraining operations take place at or near railroad stations, telephone facilities, slit trenches, level railroad crossings, loading and unloading facilities. Every railroad station at which military detraining or entraining operations are scheduled to take place must be inspected by an officer of the unit involved and an officer of the Operations Department of a TA. Under peace-time

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conditions, every unnecessary crossing of railroad tracks is to be avoided. Road and water traffic is only mentioned in passing in the T 54 manual. Rail transportation is to be used as much as possible in order to save fuel. In time of war, detraining points are to be chosen as close to front lines as possible. Detraining and entraining operations in combat areas will take place only at night and will be carried out according to pre-arranged schedules. In peace-time, emergency loading ramps will be built by railroad engineer units. In the event of war, these loading ramps will be built by civilians supervised by railroad engineer troops. The burgomaster of the nearest locality will have to make available the civilians required for the building of loading ramps. On priciple, vehicles will be loaded or unloaded via the last car of a train by means of an emergency end-loading ramp or a mobile loading ramp . Gangplanks connecting two cars make it possible to move vehicles from one car to another. Such gangplanks belong to the war time equipment of troop trains. Vehicles entrained must be occupied only by the driver. The loading and unloading of vehicles is only handled by a special detail so as to avoid an unnecessary concentration of troops. If possible, special maintenance details are to be made available for entraining operations. These maintenance details include signal communication personnel, motor mechanics, and auxiliary personnel. Usually, equipment is loaded before personnel are entrained. In the case of tank units, personnel and tanks are shipped in separate trains. The trains carrying the tanks are escorted by a guard detail. Normally, telephone facilities are not available in military trains except for tank shipments, in which each railroad car has telephone connection. A telephone operator is stationed on the engine of the train.

As far as possible, troop movements are to be made at day. No waybills are to be attached to cars. The designation of the train shall be known only to the commanding officer of the unit involved. The marking of railroad cars is strictly forbidden. Prescribed railroad measurements must be kept. At present, two types of vehicles of Soviet origin, the dimensions of which exceed prescribed railroad measurements, are in use with the KVP, namely an ammunition and weapons wagon and a maintenance wagon. It is forbidden to load vehicles in such a way as to have front wheels and rear wheels on two adjacent cars. Equipment required for the winterization of troop cars is issued between 1 November and 30 April. 13

1. [redacted] Comment. For schematic diagram of the organizational setup of the IX Administration and its subordinate KVP transportation agencies, see Annex. 25X1

2. [redacted] Comment. "Bahnhofskommandanturen" (Railroad Station Transportation Offices) (BK) are non-stationary field offices of TAs. They are set up in entraining or detraining areas and are staffed with numerous officers who may be simultaneously employed as RTOs at different railroad stations. 25X1

3. [redacted] Comment. All the eight TAs of the KVP are located in the buildings of the corresponding RBDs, an arrangement which facilitates close cooperation between the KVP transportation agencies and civilian railroad agencies. 25X1

4. [redacted] Comment. The existence of Soviet transportation control headquarters (Woso) with all RBDs was known previously. Chief of the Woso at RBD Berlin is Colonel Revyuk or Reziuk (fnu). 25X1

5. [redacted] Comment. Personnel of KVP railroad transportation agencies is not allowed to interfere with normal railroad operations. 25X1

6. [redacted] Comment. Entraining or detraining conditions are good when stationary end- and side-loading ramps and adequate trackage are available. 25X1

7. [redacted] Comment. The term of "rigid transportation schedules" is probably used for military maximum performance time-tables designed for the fullest utilization existing railroad facilities for military purposes under simultaneous maximum reduction of non-military traffic. 25X1

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8. [redacted] Comment. Information on the collecting of data important for the planning of military railroad operations was submitted previously. 25X1

9. [redacted] Comment. This equipment is used for the conversion of boxcars to troop cars. 25X1

10. [redacted] Comment. These measures are similar to anti-aircraft defense measures taken by the Germans during World War II. 25X1

11. [redacted] Comment. These ramps are either kept at a railroad station of the entraining or detraining area or carried along on trains. Each ramp unit has two wheels. 25X1

12. [redacted] Comment. A tabulation of military bridge equipment still in use in late 1949 was transmitted previously. See MGL-2371 . This equipment is used in time of war for the steedy reconstruction of destroyed bridges. 25X1

13. [redacted] Comment. The report supplements previous information furnished [redacted] Most of the personnel mentioned in the present report were known previously. Efforts have been initiated to obtain a copy of the KVP manual on transportation operations. 25X1

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Annex [redacted]

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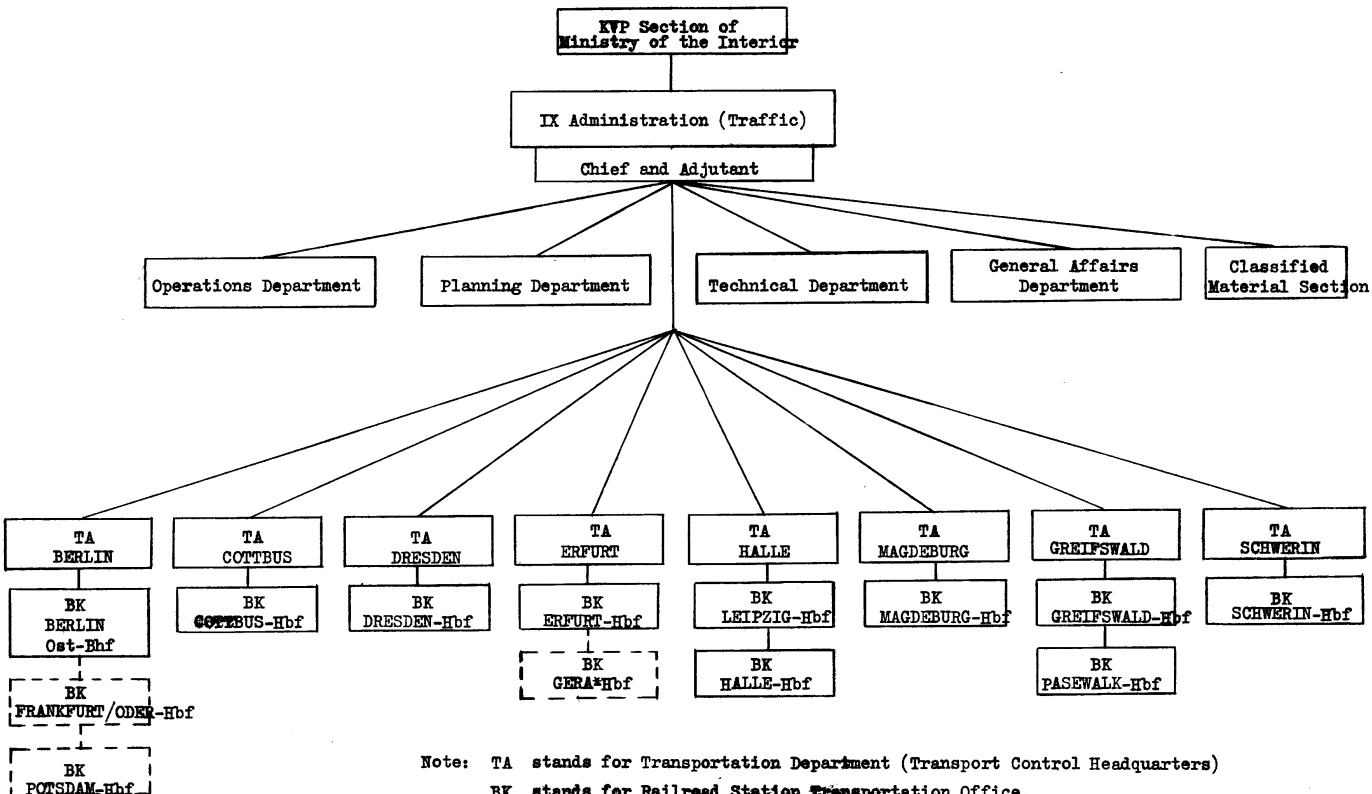
Organizational [redacted] IX Administration of the KVP



Note: TA stands for Transportation Department (Transport Control Headquarters)

BK stands for Railroad Station Transportation Office.

[redacted] lishment of this BK is planned

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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

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COUNTRY East Germany

SUBJECT Transportation Syst[illegible] the KVP

DATE DISTR. 13 April 1955

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1. Transportation Agencies of the KVP and their Personnel. [1]

Designation of Agency or T/O Place	Occupied by
a. IX Administration (Traffic)	
Chief	Colonel Heinrich Watzdorf
Adjutant	Lieutenant Herzburger (fnu)
(1) Operations Department	
Chief	Lieutenant Colonel Rudolf Taeuber
Assigned (Diensthabender Offizier)	Senior Lieutenant Gerhard Roething
Assigned	Senior Lieutenant Heinrich Bratz
Assigned	Senior Lieutenant Kuhlke (fnu)
Assigned	vacant
(2) Planning Department	
Chief	Captain Siegfried Graefe
Assistant (Sachbearbeiter)	vacant
Assistant	vacant
(3) Technical Department	
Chief	Captain Fritz Karras

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In charge of bridges	Senior Lieutenant Lindemann (fnu)	25X1
In charge of roads and water	Senior Lieutenant Rolf Neuhaus	
Assistant	vacant	
Assistant	vacant	

(4) Department for General Affairs

Chief	Captain Blohm (fnu)
Assistant	vacant

(5) Classified Materials Section

Chief	Lieutenant Heinz Schloeffel
Typist	a civilian

b. Transportation Departments (TAs)

TAs are attached to all RBDs. Thus for example TA Berlin is attached to RBD Berlin. 25X1

(1) TA Berlin

Chief	Captain Robert Wachner

[redacted]

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[redacted] 25X1

-4-

Operations Department

Chief simultaneously deputy TA chief	Senior Lieutenant Ernst Hanoche	25X1
Assigned	Senior Lieutenant Ewald Wagner	
Assigned	vacant	
Assigned	vacant	

Department for General Affairs

Chief	vacant

Political Department

Chief	vacant

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Technical Department

Chief	Lieutenant Werner Michert

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In charge of Classified Material Pfc Gertrud Erdmann

(2) TA Dresden

Chief Captain Hauptmann (fnu)

Chief of the Operations Department Lieutenant Jungfer (fnu)

(3) TA Erfurt

Chief Captain Walter Lorenz

(4) TA Greifswald

Chief Captain Herzbecker (fnu)

(5) TA Halle

Chief Captain Josef Kalisch

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(6) TA Schwerin

Chief unknown

Chief of the Operations Department Senior Lieutenant Fritz Quitkat

(7) TA Cottbus

Chief unknown

(8) TA Magdeburg unknown

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[redacted] 25X1

c. Railroad Station Transportation Offices (Bahnhofskommandanturen) (BK)

(1) Berlin-Ostbahnhof

Subordinate to TA Berlin

Chief	Captain Walter Henning	[redacted] 25X1
Deputy Chief	Senior Lieutenant Gerhard Geiler	
Assigned	Lieutenant Gerhard Maerkel	
Assigned	Junior Lieutenant Viktor Schwarze	

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Assigned	Junior Lieutenant Viktor Oswald	25X1
Assigned	Lieutenant Hans Meissner	
Assigned	Junior Lieutenant Linno (fnu)	
Assigned	Junior Lieutenant Hans Gerlach	
(2) Potsdam (3) Frankfurt/Oder		scheduled to be established on 1 January 1955, subordinate to TA Berlin
(4) Cottbus	unknown	subordinate to TA Cottbus
(5) Dresden	unknown	subordinate toTA Dresden
(6) Erfurt	unknown	subordinate to TA Erfurt
(7) Gera		planned
(8) Greifswald	unknown	subordinate to TA Greifswald

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(9)	Pasewalk	unknown	subordinate to TA Greifswald
(10)	Halle	unknown	subordinate to TA Halle
(11)	Leipzig	unknown	subordinate to TA Halle
(12)	Magdeburg	unknown	subordinate to TA Magdeburg
(13)	Schwerin	unknown	subordinate to TA Schwerin

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2. Activities of KVP Transportation Agencies

a. TA Berlin has four rooms in the building of RBD Berlin, at 140 Wilhelm-Pieck-Strasse. The entrance is through room No 317. 3 A Soviet railroad transportation control headquarters called "Moso" is also attached to RBD Berlin. Entrance to the complex of offices held by this Soviet agency is through room No 203. From 11 to 13 officers and about 8 interpreters, most of them Germans, are assigned to the Soviet office, the chief of which is a colonel. 4

b. Entraining and detraining operations are controlled by personnel of the Operations Departments of TAs and of railroad station transportation agencies. TA personnel is only employed for the control of major KVP shipments, usually involving the dispatch of complete trains. Personnel of TAs, while exercising control functions, wear red arm bands with two yellow stripes, while members of the railroad station transportation offices wear red arm bands with one yellow stripe. The greatest stress is laid on the keeping of loading schedules. 5 Loading times fixed are four hours per train for entraining operations, and two hours per train for detraining operations. In the event of inadequate loading facilities these times are increased to six and three hours respectively. 6

c. A difference is being made between flexible and rigid transportation schedules. Transportation schedules are worked out by the chief of an operations department in confunction with the railroad transportation officer of the KVP unit involved. At present, negotiations are mostly conducted with the chief-of-staff of the KVP unit concerned. Flexible transportation schedules are only used in peace times. They take into consideration the normal capabilities of the Reichsbahn, and time-tables are worked out with civilian railroad personnel. Rigid transportation schedules are used in the event of war or in an emergency such as the 17 June 1953. These schedules presuppose that the trains involved have the green light on all railroad lines and that they have absolute priority over all commercial shipments. 7 Transportation schedules are filed in the Classified Materials Sections of TAs. Copies of these transportation schedules are transmitted to the IX Administration.

d. [redacted] 25X1

(1) Railroad Station Folder

This folder contains data on technical installations of railroad stations, their buildings, trackage, and terrain features within a perimeter of about 6 km from the railroad station involved. The folder also contains data which are important for military entraining operations such as assembly areas and collecting points (Warteraum, Sammelraum, Bereitschaftsraum, see also paragraph 3). Sketches of ramps, railroad station facilities, installations, and approach roads are also included. After 17 June 1953, all railroad stations in the GDR were classified according to their importance for the KVP. List No 1 contains all major installations, mostly railroad stations near KVP installations and railroad junctions. List No 2 contains all other railroad stations in the area of the RBD concerned. Copies of the material included in this folder will be transmitted to the IX Administration. [redacted] 25X1

[redacted] 25X1

( ) Bridge Folder

Bridge folders were completed in 1954. The folders contain data on the location of a bridge, type of bridge, type of construction, and other pertinent technical data.

(3) Loading Ramp Folders

These folders contain data on stationary loading ramps available at the individual railroad stations

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conditions, every unnecessary crossing of railroad tracks is to be avoided. Road and water traffic is only mentioned in passing in the T 54 manual. Rail transportation is to be used as much as possible in order to save fuel. In time of war, detraining points are to be chosen as close to front lines as possible. Detraining and entraining operations in combat areas will take place only at night and will be carried out according to pre-arranged schedules. In peace-time, emergency loading ramps will be built by railroad engineer units. In the event of war, these loading ramps will be built by civilians supervised by railroad engineer troops. The burgomaster of the nearest locality will have to make available the civilians required for the building of loading ramps. On priciple, vehicles will be loaded or unloaded via the last car of a train by means of an emergency end-loading ramp or a mobile loading ramp. Gangplanks connecting two cars make it possible to move vehicles from one car to another. Such gangplanks belong to the war time equipment of troop trains. Vehicles entrained must be occupied only by the driver. The loading and unloading of vehicles is only handled by a special detail so as to avoid an unnecessary concentration of troops. If possible, special maintenance details are to be made available for entraining operations. These maintenance details include signal communication personnel, motor mechanics, and auxiliary personnel. Usually, equipment is loaded before personnel are entrained. In the case of tank units, personnel and tanks are shipped in separate trains. The trains carrying the tanks are escorted by a guard detail. Normally, telephone facilities are not available in military trains except for tank shipments, in which each railroad car has telephone connection. A telephone operator is stationed on the engine of the train.

As far as possible, troop movements are to be made at day. No waybills are to be attached to cars. The designation of the train shall be known only to the commanding officer of the unit involved. The marking of railroad cars is strictly forbidden. Prescribed railroad measurements must be kept. At present, two types of vehicles of Soviet origin, the dimensions of which exceed prescribed railroad measurements, are in use with the KVP, namely an ammunition and weapons wagon and a maintenance wagon. It is forbidden to load vehicles in such a way as to have front wheels and rear wheels on two adjacent cars. Equipment required for the winterization of troop cars is issued between 1 November and 30 April. 13

1. [redacted] Comment. For schematic diagram of the organizational setup of the IX Administration and its subordinate KVP transportation agencies, see Annex. 25X1

2. [redacted] Comment. "Bahnhofskommandanturen" (Railroad Station Transportation Offices) (BK) are non-stationary field offices of TAs. They are set up in entraining or detraining areas and are staffed with numerous officers who may be simultaneously employed as RTOs at different railroad stations. 25X1

3. [redacted] Comment. All the eight TAs of the KVP are located in the buildings of the corresponding RBDs, an arrangement which facilitates close cooperation between the KVP transportation agencies and civilian railroad agencies. 25X1

4. [redacted] Comment. The existence of Soviet transportation control headquarters (Woso) with all RBDs was known previously. Chief of the Woso at RBD Berlin is Colonel Revyuk or Reziuk (fnu). 25X1

5. [redacted] Comment. Personnel of KVP railroad transportation agencies is not allowed to interfere with normal railroad operations. 25X1

6. [redacted] Comment. Entraining or detraining conditions are good when stationary end- and side-loading ramps and adequate trackage are available. 25X1

7. [redacted] Comment. The term of "rigid transportation schedules" is probably used for military maximum performance time-tables designed for the fullest utilization existing railroad facilities for military purposes under simultaneous maximum reduction of non-military traffic. 25X1

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8. [redacted] Comment. Information on the collecting of data important for the planning of military railroad operations was submitted previously. 25X1

9. [redacted] Comment. This equipment is used for the conversion of boxcars to troop cars. 25X1

10. [redacted] Comment. These measures are similar to anti-aircraft defense measures taken by the Germans during World War II. 25X1

11. [redacted] Comment. These ramps are either kept at a railroad station of the entraining or detraining area or carried along on trains. Each ramp unit has two wheels. 25X1

12. [redacted] Comment. 25X1

. This equipment is used in time of war for the steady reconstruction of destroyed bridges. 25X1

13. [redacted] Comment. The report supplements previous information furnished [redacted] 25X1
[redacted] Most of the personnel mentioned 25X1
in the present report were known previously. Efforts have been initiated to obtain a copy of the KVP manual on transportation operations.

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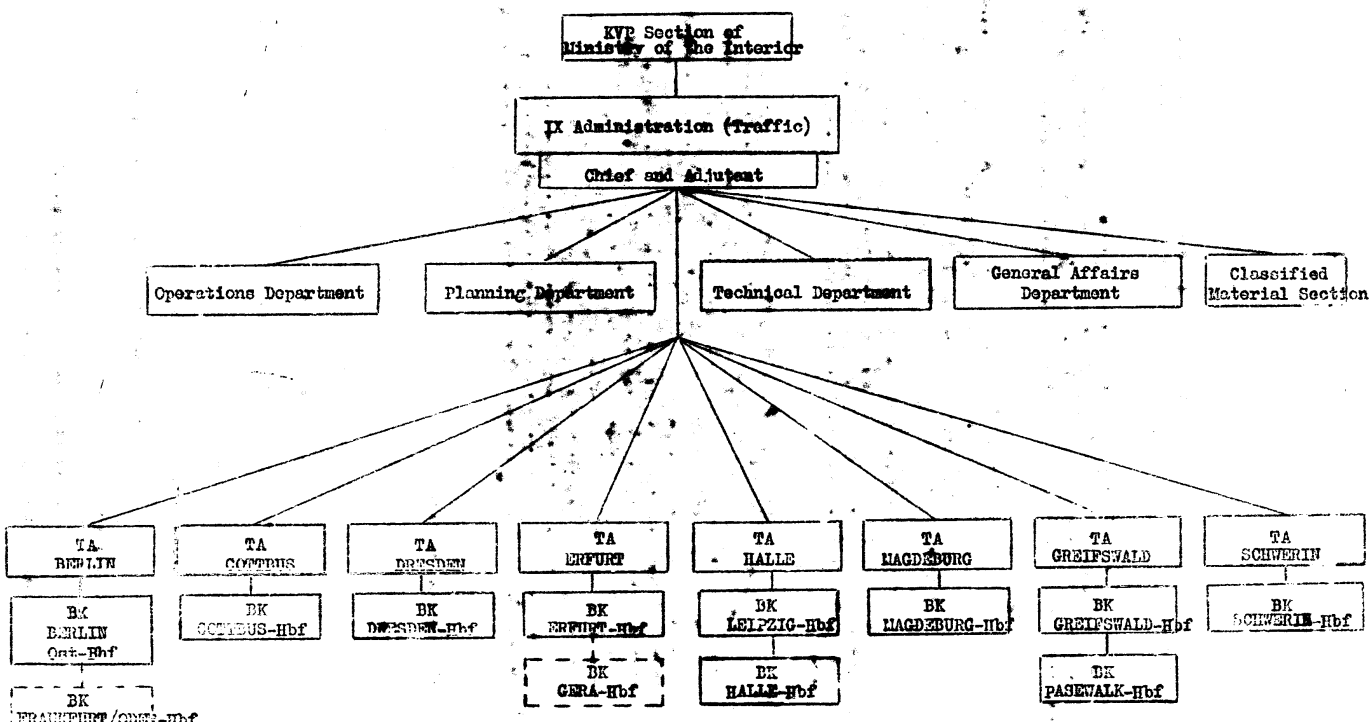
Annex

Organizational Setup of the IX Administration of the KVP



Note: TA stands for Transportation Department (Transport Control Headquarters)

BK stands for Railroad Station Transportation Office.

Interrupted lines indicate that the establishment of these offices is planned.

S-E-C-R-E-T

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